Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims

1. (Currently amended) A method for logging the performance of a vehicle suspension system by testing dynamic performance of at least one vehicle suspension system component, the method including the steps of :

a. measuring the dynamic ~~excursioin~~ excursion of mass of an impulsive load with an electronic weighing system in response to a unit impulsive load, wherein the electronic weighing system is mounted onboard the vehicle and monitors ~~in association with~~ the at least one suspension system component, and

b. measuring an oscillation frequency of said at least one vehicle suspension system component in response to said unit [[an]] impulsive load, and

c. determining the dampening ratio of the at least one vehicle suspension system component using the dynamic excursions of mass, and the maximum oscillation frequency of the at least one vehicle suspension system component.

2. (Currently amended) The [[A]] method according to claim 1 wherein the electronic weighing system mounted on board the vehicle includes at least one load measuring element, associated with one or more vehicle suspension system components ~~component~~, each load measuring element associated with a signal amplifier, each signal amplifier associated with a central power module and a meter to display collected information ~~the data and/or the collated results of the tests performed~~.

3. (Currently amended) The [[A]] method according to claim 2 wherein the signal amplifiers used are adapted to store measurements collected by the step of measuring the dynamic excursion of mass and the step of measuring an oscillation frequency during a calibration test ~~the results of calibration testing~~.

4. (Currently amended) The [[A]] method according to claim 2 wherein a central meter is provided to which all load measuring elements transmit data.

5. (Currently amended) The [[A]] method according to claim 2 wherein the meter is a multi-channel meter adapted to receive ~~capable of receiving~~ information on multiple channels, each of the channels adapted to receive data from an axle grouping.

6. (Currently amended) The [[A]] method according to claim 5 wherein up to eight load measuring elements provide information to the meter on each channel.

7. (Currently amended) The [[A]] method according to claim 2 wherein the electronic weighing system includes an on-board storage device to receive and record all information from all associated load measuring elements.

8. (Currently amended) The [[A]] method according to claim 7 wherein the on-board storage device includes a data log allowing the tracking of the information collected according to dates, times, and particular dynamic parameters comprising ~~such as~~ G-force and time, both of which can be either pre-set or varied to suit particular operating conditions.

9. (Currently amended) The [[A]] method according to claim 2 wherein the meter is adapted for communication with a tool for analysis of the collected information, and is associated with a communication means for transmitting and/or receiving information.

10. (Currently amended) The [[A]] method according to claim 2 further including ~~wherein~~ a plurality of vehicles ~~use the method~~, each of said plurality of vehicles ~~vehicle~~ provided with a vehicle locating means.

11. (Currently amended) The [[A]] method according to claim 2, wherein the electronic weighing system further includes one or more remote interrogation units adapted to allow remote access to the meter provided in a vehicle, the remote interrogation units allowing the viewing and/or analysis of information collected.

12. (Previously presented) The method according to claim 1 wherein the performance of the vehicle suspension system is logged over a standard road section at different times to test the performance of an individual axle or group of axles to an impulsive load.

13. (Currently amended) The [[A]] method according to claim 12 including the step of comparing the performance of the vehicle suspension system to predetermined standards.

14. (Currently amended) The method according to claim 12 wherein the performance of the vehicle suspension system when the at least one vehicle suspension system component is new, is compared to performance at various periods throughout the life of the at least one vehicle suspension system component in order to ensure that the performance of the at least one vehicle suspension system component remains within ~~the~~ predetermined standards.

15. (Currently amended) The [[A]] method according to claim 12 including a step test in which a specified height step downward is used to create a negative step input to the vehicle suspension system

component for the purpose of determining damping ratio and fundamental frequency of axle-to- body bounce of the suspension.

16. (Currently amended) The [[A]] method according to claim 15 wherein the step test is conducted over a predetermined height step and also at a predetermined speed of passing over the step.

17. (Currently amended) The [[A]] method according to claim 16 further allowing the adaptation of [[the data]] measurements collected by the step of measuring the dynamic excursion of mass and the step of measuring an oscillation frequency to allow for differences in the speed and height of the predetermined height step when calculating the tested parameters.

18. (Currently amended) The [[A]] method according to claim 12 including a series of tests performed by driving ~~a combination test rig~~ the vehicle over a 50mm bump at approximately 5km/h to provide an approximation to a positive impulse signal applied to the suspension of the ~~combination test rig~~ vehicle.

19. (Currently amended) The [[A]] method according to claim 12 including a test in which the variation in a mass signal is recorded as the ~~combination test rig~~ vehicle travels along a normal, uneven road ~~at speed~~.

20. (Currently amended) The [[A]] method according to claim 19 wherein a location device is linked to the measurements collected by the step of measuring the dynamic excursion of mass and the step of measuring an oscillation frequency ~~data collected~~, to precisely locate the portion of road upon which the test was conducted for future comparison.

21. (Currently amended) The [[A]] method according to claim 12 wherein the performance of the vehicle suspension system is logged over a variable road section at different times, the position of the vehicle being identifiable at all times during the logging process, allowing data to be collected about the condition of the roads which ~~a test~~ the vehicle travels over.

22. (Currently amended) The [[A]] method according to claim 21 wherein the logging is triggered by the application of a particular preset magnitude impulsive load.

23. (Currently amended) The [[A]] method according to claim 22 wherein the location of the vehicle is ascertainable with precision using a locating means.

24. (Previously presented) The method according to claim 1 wherein the impact loading of the vehicle is determined.